

Editorial

JOURNAL BOX

9/72

This year of 1972 has now brought us the second milestone in the Association's history - the 100th issue of our "Journal".

For those members who were not around when the first issue came hot off the Pordigraph, we include a reproduction of that Journal with this issue.

It has been suggested that we should reprint articles from some of our earlier editions. Whilst this may be repetitious to about 100 of our members it may well be of interest to the majority of them.

At present I have no need to fall back on this expedient, as I have material on hand for several more issues - some sent to me as long as 12 months ago.

However I am lacking short articles, of the size that will fit into half a page to a page and a quarter, or from 400 to 1000 words. I have enough 4 to 6 page articles to put 2 in each Journal for the next 20 issues! These will fill 8 to 12 pages of our 16 pages of text - and what a dull Journal that will produce.

COVER PHOTO.

N.S.W.R. Bayer-Garrett 6042 running light near the weighbridge at Newcastle on the 22nd April 1969.

Photo by Ted Frost.

VOLUME 21

Issue 100

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President's

Corner



During the year the Association has progressed in membership and State Branches. I refer particularly to the Western Australian Branch. The best wishes of the Committee of Management go to Graham Watson and his team for a long and progressive association in building up the branch.

The C.O.M. also wish to thank Mal Baker for representing the Federal Committee in Perth at the Inaugural Meeting.

"Pop Valve" has had a busy year and this type of outlet is good for any association. Members have every right to express their views on model subjects and as long as their letters are on modelling matters and not personal, they will be published.

In an Association such as ours, we have all types from the freelance or "she'll doer" to the absolute rivet counting scratch builder. I am sure that most, if not all, members admire them both. I do. The latter for the painstaking detail, time and patience, not to mention skill used in producing his models. I can admire the former because I am one of them - freelancer or "she'll doer" - they usually are concerned more with timetabling, electrics, or scenery, but their trains run. All of which adds up to the name of our game - Model Railways.

So the C.O.M. was a little surprised to find a reaction to the Editor's Editorial in March/April issue, concerning models of local types. As is usual with each Journal, the C.O.M. discusses same and either screams or

praises the Editorial Staff. I can assure members the screams are very quick in coming through, the praises reluctant as always.

This particular editorial did not raise a ripple, neither scream nor praise. It was considered, therefore, to be fair comment, and, being part of AMRA policy according to Section 1, Para 3 & 4 of the Constitution, was aimed at improving supplies to the members.

Now the Editorial appeared to upset a few members, particularly from two sources in N.S.W. On the other hand at least 12 letters of criticism (from buyers) have been received by the Editor, things such as valve gear one scale foot past the running boards, axles out of square, lack of power generally, must point to a disenchantment to buyers.

Surely the reaction by the manufacturers agent to such an Editorial would be to look again at what he is importing and, as he is paying for it, to be sure he gets the manufacturer to meet every detail next time. The alternative to this course would be no future forward sales.

On the other hand, why do 12 dissatisfied buyers write letters to the editor, instead of writing to the manufacturer or manufacturers agent pointing out their complaints?

Interestingly, all copies of letters which crossed my desk had that post script "Not for Pop Valve" or similar instructions. No doubt many of the

letters the Editor received had the same injunction.

In the circumstances what could any Editor do but study the Constitution and write an Editorial which praises the work of the commercial modellers, points out that things could be better for the price, and advises members to be sure that the models they purchase in the future are accurate, whilst allowing that some touching up may be necessary.

Remember please that we all run the race between "she'll doers" and rivet counters, but put together we form one of the best model railway associations in the world - AMRA.

P.S. Hope you have sent your subscriptions away.

Members - have you written an article for Journal, a letter to Pop Valve or to the Federal Secretary detailing the short comings of the Association and how they may be overcome? Have you ever written to the Federal Secretary offering a suggestion that you think will improve the Association? DO IT NOW.

AN OUTLINE OF THE HISTORY OF JOURNAL

by NORM READ.

When it was decided to produce Journal 100 issues ago, I wonder if the "Founding Fathers" of AMRA thought of the number of manhours of modelling activities that would have to be forgone by the many members who have helped to produce it over the years. Has it all been a "labour of love" or just a case of having to put a shoulder to the wheel to keep it in production? Looking back through the issues and judging by the length of time some members have put into Journal, some of the "L of L" must have been the case.

COMPETITIONS

The TIM DUNLOP CUP - best scratch-built Locomotive (Steam, Diesel or Electric). Motors, wheels and small fittings allowed.

N.S.W. Branch Cup - scratch-built passenger vehicle.

Keith Wilcox Cup - scratch-built goods vehicle.

Vic. Branch Cup - Rolling stock kit conversion.

Federal C.O.M. - Locomotive kit conversion.

Candemah Valley - Lineside scenic construction.

Closing date for all competitions is the 31st January, 1973. All entries must be with the Federal Secretary by this date.

Now that two State Branches have scratch building sub-branches it could be expected that there will be more entries than in previous years. The aim of the competitions is to encourage modelling, particularly scratch building.

To Ern Mainka and Ern Dean who undertook the production of the first and subsequent issues back in August 1951, it must have been quite a challenge to produce a magazine with not much more than enthusiasm as a backstop, funds being more or less non-existent. However by hard work and perseverance, they laid a foundation on which the present day Journal has been built.

Up to issue 55 in March 1965, every issue was hand produced and this involved co-operation between many, and

at times just by a few, in its production. In Editing, co-ordinating, typing, preparation of stencils, artwork, printing, collating, stapling, addressing envelopes, bunging them into same, sticking on the stamps and posting. After all that effort, for good measure it was nearly time to start again for the next issue. No wonder it only appeared four times a year.

In paying a tribute to those who have given so much time and thought, as well as effort, in producing the first 100 issues of Journal, I hope those that do not get mentioned will forgive me. The excuse I offer is that in researching back through the back numbers I've found myself spending too much time reading them again and my time for the purpose has gone. This has only strengthened my opinion that much of the material that has appeared before could come up for airing again. The bulk of our present membership would never have read the items, and they are still topical.

After Ern Mainka and Ern Dean in the Editorial chair, Jack May took over the reins, aided and abetted by Jack Fideom, Mrs. Henderson, Geoff Lormer and Jack's wife. All the printing up till Feb. 1955 was done on a fordigraph and then on a single drum duplicator. Then about the end of 1954, the magician of the period, Mayer Levy, came to light with an electric Gestetner, which cut each hours work to 15 minutes. I refer to Mayer as a magician because on many occasions he was able to pull out of the hat some piece of labour saving device at the right price as well.

In the Feb. 1956 issue, Rick (poison pen) Richardson took over the hot seat. Now I'm not sure whether the new Editor was more ambitious, more funds were available or the staff were really with it, but Journal more or less jumped out of its skin. It was larger in size, content and sported a front cover with the first of a series of line drawings

of prototype scenes. Apart from Rick the staff was Graham Watsford, Philip A'Vard and Bryan McClure on the editorial committee, Allan Houston, Donald Evans and Claire Wilkinson in the Art department, Tim Dunlop, Jack May, Stan Martin and John Sinnatt, in the printing department. Rick with variations in the team continued up till May 1957.

Then began a new phase of Journal's life under the hand of Arthur Harrold in Brisbane for a period of 7½ years. As Journal was still produced in Melbourne there must have been some fine co-operation between all concerned, 40 plus pages each issue of stencils to prepare, print, collate, etc.

This was a period of consolidation. At the end of his term, Arthur paid tribute to all those who had supported him through the years, not only those responsible for the production, but also to the core of stalwarts who kept up a steady stream of contributions (something every editor prays for).

Allan Dowel was the next flag bearer (after all Journal is the association's flag) still backed up by some of the old faithfuls. Early in the period under Allan's charge, experiments were made in new methods of printing, until in July 1965 our association with Maskell and Blake commenced, thanks to the good offices of the then Federal Secretary - Cedric Rolfe who also took on the duties of publisher. Mrs. Doherty (formerly Medlin) continued with the typing associated with Journal. This change in printing was a big step forward and eased the burden of the publishing committee.

Allan's last editorial was in the Jan/Feb 1969 issue, and since then Journal has been edited by Rex Little. With the change of Editor there coincided a change of typist, Mrs. Treseder joined the publishing committee. Ken Elder continued as Advertising Manager and Jack Treseder as publisher.

At the end of 1970, Ken Elder found that his spare time did not allow him to continue as Advertising Manager and the Association gratefully accepted Mal Baker's offer to take on this duty, despite the heavy commitments on his spare time with the Victorian Branch.

To pay tribute to all who have given so much of that precious commodity, time, to enable us to read issue 100

would need a whole issue on its own. I can only say, THANK YOU, to each one of you who have contributed in so many ways to developing Journal to its present standard, a standard of which we can show pride. If only some of the past enthusiasm and zeal can rub off on to the present and future members, we are assured of a great future and the 200th issue may not take another 21 years.

THE CROOKED CREEK RAILWAY

About twenty years ago, there was published in the United States of America a railroad book whose descriptions and photographs of the small independent railroads of that country have never been equalled since. This book "Mixed Train Daily" by Lucius Beebe and Charles Clegg, has recently been republished and in it one can read improbable but true stories of a short line railway so impoverished that its master mechanic packed the cylinders of its only usable locomotive with strips torn from an old evening shirt to stop the leakage of steam, of track that disappeared into the long grass, and had spikes only every six feet or so, so that the engineer kept his train to a steady ten miles an hour so that it wasn't so rough when (not IF) they went on the ground. The book is full of long funnelled and smokey locomotives, creaking ruins of carriages and eccentric managements. One railway so detested its passengers that it used to start its trains an hour early to escape them, another ran a train one year and ten days late and yet another detoured by a roundabout route over one hundred miles long to reach a town, which was only ten miles (and one mountain range) away as the crow flies. In fact the shortline railway in the United States is a fascinating study in eccentricity and the unusual, so no matter what you can dream up on your

by DICK GUTERIDGE.

own railway, it probably isn't as improbable as the real thing. Strangely enough the shortline railways still survive in the United States and some even prosper.

My Crooked Creek Railway is an attempt to reproduce a short line in quarter inch scale. The line is short, the locomotives often break down, derailments occur more often than I would like and most of the rolling stock is rather old and shabby. In my imagination the Crooked Creek diverges from a mainline railway at the tiny hamlet of Haunted Hills and winds slowly and painfully deep into the mountains of the Great Dividing Range to Mount Walhalla, where the hardy and adventurous traveller can venture even further into the wilds via a 2 foot 6 inch gauge subsidiary line, the Mount Walhalla Timber and Railway Company, whose trains are even more disreputable and unlikely than those of the parent C.C.R. However to be fair, it must be stated that the C.C.R. does have a named train, the Cascade Limited, which if it is not really modern, is only a little old fashioned. It is drawn by a chunky and powerful 4-4-2 Atlantic type loco and boasts all steel carriages that were the latest thing in the Nineteen Thirties.

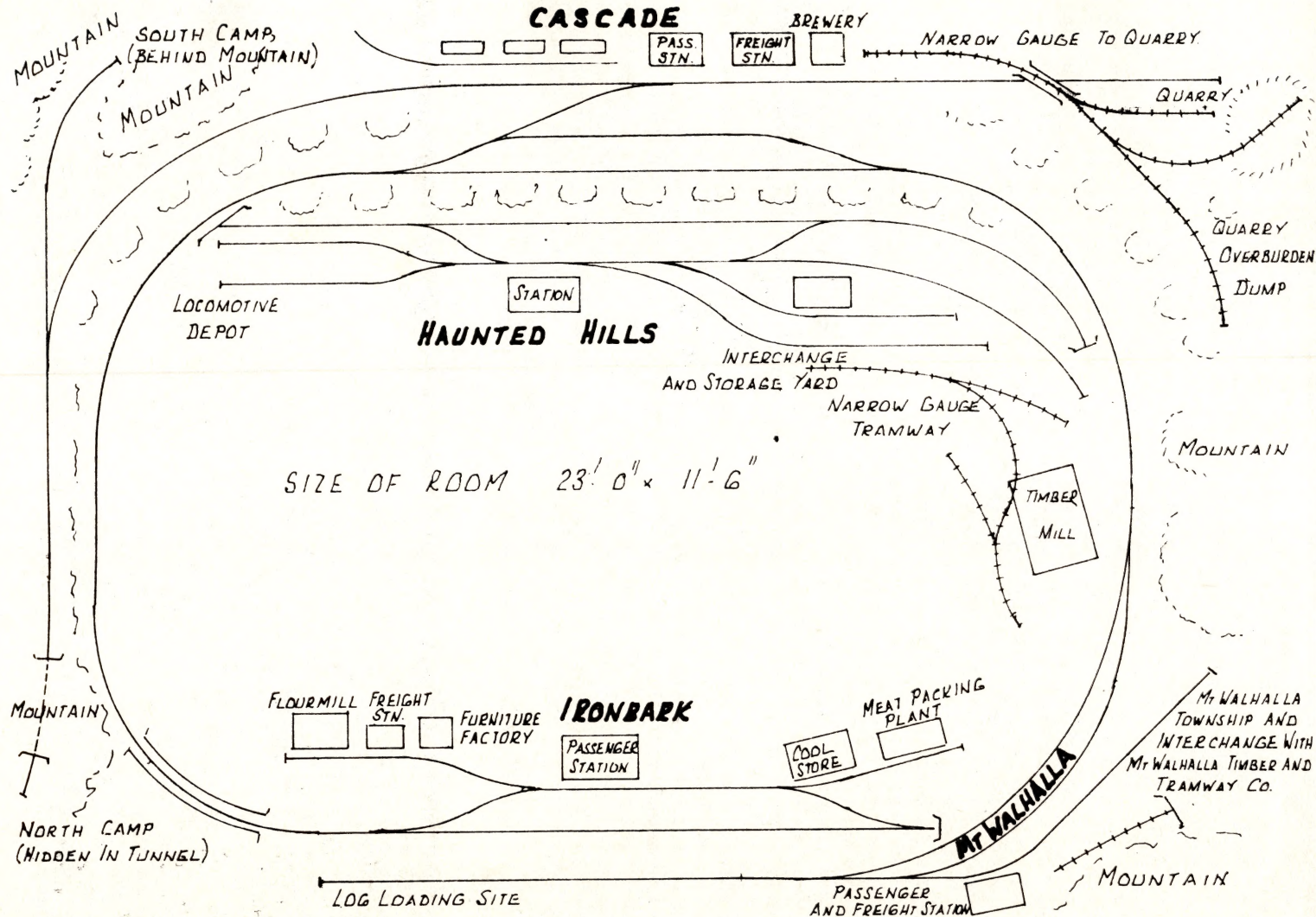
Imagine then that we are standing on the platform at Haunted Hills waiting to join the Morning Milk Train. The loco is a massive 2-6-0 Mogul painted black with white trim and a silver smoke box front. It was built back in 1947 by the long defunct firm of the Hobby Den in Auburn, Victoria, and must have amassed a colossal mileage by now. So far it has worn out three sets of driving wheels during the last twenty five years. The Mogul is coupled to two refrigerator cars, a round roofed baggage-mail car and an ancient coach with open platforms at each end. As we board the train, a pair of stubby 2-4-0 locos, coupled together, clack slowly past us on an adjacent track towards a timber mill at the foot of a craggy hill to our right. This mill with its high chimney and piles of logs and dressed timber dominates our view as we clatter out of town and into a dark tunnel. We emerge into daylight in the next valley and soon reach the town of Ironbark where our loco detaches the front refrigerator car and shunts it back down the passing loop to drop it in the siding by the cool store at the far end.

After the loco has recoupled to the train, we grind out of town and pass over a high bridge across the door. Our loco's exhaust reverberates from the walls of a deep cutting as we arrive at Cascade the largest town on the line, famous for its brewery. On an adjacent track stands a peculiar looking train indeed. At the head a diminutive 0-4-0 tank loco with a vast spark arrestor on its stack, then a couple of empty flat cars and behind these a nondescript grey vehicle which supplies what is laughingly called passenger-accommodation on the connecting Dismal Swamp Railway, a logging subsidiary of the C.C.R. This ancient train leaves town under a cloud of smoke and sparks as we plunge deeper into the wild ranges on our way to Mt. Walhalla, the upper terminus of the Crooked Creek. Here we drop our last refrigerator car and

the baggage car is placed in front of the coach for the down hill journey. All passenger trains terminate at Mt. Walhalla, but freight trains continue on through the town to a logging site deeper in the hills. Mount Walhalla, is also the interchange point for the narrow gauge Mt. Walhalla Timber and Railway Company, whose diamond stacked 4-6-0 can be seen shunting on a nearby track.

On our return to Cascade we meet the pride of the line, the Cascade Limited. This train must terminate here as the track is too light and the curves too sharp beyond this point. With our light load and a downhill grade we make a fast run to Ironbark. Here we cross a train of empty log cars, which is too long for the passing siding, making a saw-by meet necessary. As we enter the passing siding we see that there are three cars and the caboose of the freight train still blocking the points at the lower end of the loop, but no sooner have we stopped than the freight train draws forward to clear the lower points and allow us to continue on our journey without delay. Once again we plunge into the dark tunnel and arrive at Haunted Hills, where a railcar awaits passengers to the Big Smoke.

However we are true railfans and are soon being shown over the loco depot by a friendly employee, who tells us that the line owns three 2-4-0 locos, five 2-6-0s of which 2 only are servicable. The other 3 are showing signs of extreme old age and have been in the shops for a long long time. There is also an extremely nippy four wheeled diesel shunter, which is over twenty years old, but can still outpull the most powerful loco on the line. The loco stud is completed by the 4-4-2 Atlantic and a couple of railcars. One of these railcars is a massive American affair rather similar to the Victorian Railways former petrol electric cars, which I built from a Walthers kit. The other is a real



antique, being a model of the L.N.E.R. steam railcar Nettle manufactured by the Leeds Model Company in England before World War Two. It is made of wood with Litho paper sides and it also has a rather temperamental motor, I found it in an old secondhand shop and I think it is probably older than I am. There are also a couple of Triang Big Big train battery driven yellow diesel shunters. These are used mainly for light relief to power a non-stop and indeed nonstop express train to spread alarm and despondancy to stationmasters who are doing a quick bit of shunting when the express is due. They are also handy when one can't be bothered to turn on the power pack and at times of complete electrical breakdown. They are rather oversize, being closer to 10mm scale, so they have had their height reduced. The C.C.R. owns six passenger cars and about forty-five freight cars of which eighteen are flatcars, log cars and pulpwood rackcars for the timber traffic, which is supposed to be the mainstay of the line. Most of these cars are scratch built, but we have some commercial models and a few made from kits. However I find building from kits rather constricting as I like to make things my own way without being bothered with directions to follow.

The line is built in an unlined garage 23 feet long and 11 feet wide. The track is 702 section brass rail laid on glued down plywood sleepers. If I were starting again I would probably use Peco streamline track, which would cut down construction time considerably. All points are homemade and have movable frogs, rather like the old Wrenn points in H.O. scale. This allows me to run any type wheel from fine scale to the coarsest steam-roller type. Power comes from an old 12 volt car battery, with a battery charger floated across its terminals. The local garage swops it for another unservicable battery every 3 or 4

years. To guard against damage from a short circuit, I have a bank of eight 12 volt headlight globes in series on one of the power leads from the battery to the control panels. In the event of a short circuit the globes light up and soak up the excess while giving a visual warning of trouble. There is also an automobile fuse in the circuit as an extra precaution, but this has never yet blown. Each station has its own control panel, but Ironbark can also be controlled from Haunted Hills and Mt. Walhalla from Cascade. The Dismal Swamp Railway also has its own control panel.

The meeting of the C.C.R. and its narrow gauge subsidiary at Mt. Walhalla is only a token one as there is only a narrow gauge siding leading to a dead end tunnel there. The real Mt. W.T. & R. Co., layout is an 18 feet long by 2 feet wide semi-portable line that is kept stored under the bench work of my O gauge line except when I get the urge to run my narrow gauge trains. However I hope to rebuild the C.C.R. soon to fit this line in its proper place. There are two other narrow gauge lines but these are more in the nature of scenic features, one is situated at Cascade and runs from the cement works to a quarry and the other is associated with the sawmill at Haunted Hills. Both these lines use Biller clockwork diesel outline locos and four wheeled dump and log cars.

Length of run on the C.C.R. is only 90 feet, so the distances between stations is very short. However since my main interest is shunting this does not matter much, for to run a freight train from Haunted Hills to Mt. Walhalla and back, shunting a few cars at each station and dodging the odd passenger train en route can easily occupy an hour of real, not scale, time. When I rebuild I may incorporate a continuous run to allow trains to do an extra lap of the room between station stops. This would increase the illusion of

distance. The line is pretty well complete as far as it's original concept goes, but there is still a lot to do as many buildings and much scenery exist only in my imagination. However I hope and trust that it will never be finished.

In conclusion, I would like to thank Dean Briggs and Peter Bindon for their help in building the line, my two younger sons, Simon and Crispin, for their enthusiasm and my wife Judy for her tolerance of these weird goings-on.

Change Comes to the Crooked Creek Railway

Firstly the upper part of the line between Cascade and Mt. Walhalla has been abandoned officially, "due to lack of traffic and high maintenance costs". The real reason is that I laid this part of the line in rather a hurry and the trackwork was pretty poor, so I became rather tired of the resulting derailments and tore it all out. Now the track ends just outside Cascade and this is the spot where logs are now loaded. Beyond the end of the track there is a line of sleepers with spikes still in place, which just wanders off into the bush. It looks rather abandoned and desolate - very appropriate!

Secondly the diesel loco has really made inroads on the C.C.R. Of course we've always had the diesel railcar and "Sparky", a very, very lively Japanese 4 wheel industrial locomotive, that used to be able to outpull the line's most powerful engines, but the advent of Rivarossi 0 gauge, coupled with increasing unreliability of the line's twenty-five year old locos has resulted in about eighty per cent of our trains being hauled by diesels.

Our first loco was a Triang Hymek fitted with two Rivarossi motor bogies. To do this, both the Triang bogies were removed and two holes were drilled in the base of the locos to fit the pivot pins of the Rivarossi motor bogies. The battery controls on the Hymek were removed and the blackbox covering them was filled with lead to supply extra weight. So for about thirty minutes work the C.C.R. got a superbly powerful loco with good low and high speed performance and even a realistic diesel growling sound. To improve its appearance the windows were glazed with X-ray film. This is translucent, but opaque, so that no interior detail is necessary. The raised letters Big Big Train were scraped off the sides and the body painted the C.C.R.'s standard colours - pullman green with a boxcar red roof. Warning if using a quick-drying laquer, such as Floquil, first apply a coat of Floquil Barrier Paint (RR19) otherwise a rather interesting crazed finish will result.

The other type of diesel used by the C.C.R. is the Rivarossi Plymouth 4 wheeled switcher. These run like the proverbial clock, have a reasonable pulling power and can be throttled down to a smooth slow crawl. They are extremely sensitive to the throttle and coupled back to back look very branch-line.

The only fault I can find with these marvellous Rivarossi motors is the power pick-up, which sometimes fails. However this can be easily overcome by using the bogies or locos in pairs, so that if one stops the other will jolt it into action again.

So now the Crooked Creek is becoming more like the typical shortline railway by cutting off excess mileage and powering most of it by diesels, while keeping the steam locos for standby, and of course for those special fan trips.

Yagoona Model Railway Club

The Yagoona model railway club was inaugurated in February 1966 by a small group of neighbours, all of whom were railway modellers.

Their aims were to find companionship mutual help and inspiration, to provide a channel of information and to pool their ideas and resources in building and operating model railways. Also to assist local charitable organisations when requested by holding exhibitions of the club's layouts and models, and in so doing promote railway modelling as an adult hobby.

The club to-day has a membership of seven full members, one probationary member, three associate members and two honorary members. This gives us a total work force of eleven members.

To date this small group has completed twenty three exhibitions. Our first was staged in conjunction with a local church fete in October 1967. Two were held in 1968, six in 1969, six in 1970 and seven in 1971. In both 1969 and 1970 we had to decline six requests, and even more in 1971. For 1972 our programme is six exhibitions and we again had to decline a large number of requests.

These twenty-two exhibitions have raised a total of well over three thousand five hundred dollars for local charities. Last year alone the club raised over one thousand two hundred dollars. Our first exhibition this year was at Panania infant school on Saturday 4th March. In six and one half hours, over eight hundred and fifty people attended, and we raised over one hundred and fifty dollars. The sole attraction was the club's exhibit.

by LES HARDAKER.

It is the above results which makes all the hard work, the time and effort worth while. Our small club has held each and every exhibition with club layouts and equipment only, without the assistance of any other individual, club or organisation.

We are finding that as our reputation as a fund raiser grows, we have to refuse more and more applications for exhibitions. It takes all our efforts to carry out a maximum of six exhibitions per year, while maintaining and expanding our exhibits, and keeping them up to the standards we desire. Our 1972 programme was finalised late in 1971, and we already have requests for 1973.

At each exhibition the club presents to the public the world of railways, both full size and model form. Depending on hall size, there are usually six fully operational layouts, three in HO, one in N, one in HO $\frac{1}{2}$ and one for the tiny tots. There are also photos and posters of the railways of each State, a large number of trade displays and a display by one of our members of items usually associated with the NSW rail transport Museum. All of these items are displayed on professionally designed, painted or printed boards. Both static and flashing signs are used.

At exhibitions, the club endeavours to gain the interest of not only the existing modellers be he using scale or proprietary equipment, but also the boy or youth with the simple toy train set or would be train set owner; and not only the youngsters, but also the interest and confidence of their parents in railway modelling as a hobby.

It is the boy or youth who shows interest in model railways and is encouraged now by their parents, who can be the dedicated scale modeller in five to ten years time.

With the paying public in mind, the club designs and builds its layouts, models, display and information materials, to suit the interests of all who enter a model railway exhibition. We have, and present, layouts built from nothing but common propriety brands and associated materials, running propriety stock, all items on the layout being available in any toy shop. We have layouts built to run both the better quality brands of the ready to run, and scale models, and layouts to run scale models only. On these we run fine quality ready to run, kit bashed, and scratch built models. Finally we have a fully operational and scened camel train for the tiny tots.

The club has no home as such, and the storing of all the exhibition material and layouts has been a very large problem for the club. To transport all the required club materials to an exhibition, it takes a seven ton truck, a panel van, a station wagon and several cars. Until this year, when one of our members was successful in obtaining the use of a large garage, free of charge for club storage, our storage problems were dumped on two members, one of whom has been unable to use his 48' x 12' garage for four years. We are all grateful for the use of the garage as it means that we have only one place for the loading, unloading and security, and one member's car can now resume its rightful place.

The club officially meets twice a month. The first meeting being held at members homes in turn, with the programme being of the host member's selection. The second meeting is held at our unofficial club workshop - our President's home. The programme here being either maintenance on exhibition

material or whatever club project is on hand. However, nearly every night of every week will find from one to five members working on club projects at various homes.

Our members are a varied lot of individuals, both in their vocations and railway modelling interests. Not one of us could be called either wealthy or well off financially, yet the club never seems to want for anything. One member or another usually seems to be able to help out somehow. After five years of operation club funds are at an all time high of just over \$200.00. Our membership fee of 20¢ per meeting is not designed to make the club wealthy.

Club assets are considerable, mostly exhibition materials, very little of which has come from club funds. Most have come from our individual members, who have donated their projects and/or materials. Quite a lot has been presented to the club by the trade. Each member today is a very dedicated, resourceful and professional scrounger - we all have to be as club funds rarely allow us to pay cash for anything.

We are fortunate that many people in the trade have thought well of our club's efforts and attitudes to support us by supplying ranges of their merchandise and products. We have built up professionally designed and constructed individual displays around each brand of merchandise or supplier, and are happy to use every display at each exhibition.

At each exhibition the club holds, we present an individual show. We have enough layouts and exhibition materials to be able to present on two following weekends in two adjoining suburbs two completely different exhibitions. This has been made possible by the careful planning and co-operation of and with every member of the club when preparing any new project, be it a layout or exhibition piece. Whe

any member decides to approach a new project, he plans it to suit and fulfil his own concepts and ideas, then presents it on paper to the club for the ideas and advice of each and all the other members, before finalising the plan and commencing on that project.

If, for example, a new project was to be a new layout, all benchwork and track planning would be arranged so that the new layout could be run either as an individual layout or be linked up to any other layout in the club in more than one way. This then enables every layout that the club possesses to be linked together in any formation that is needed to suit the hall space allocated at an exhibition. We could link up every HO/00 layout to form one huge layout 40' x 28'. So far we have never had the space to do this.

If a new piece of display material was contemplated, the same planning procedures that are applied to layouts would apply. It would be planned so that the new project, when completed, would harmonise with and compliment all existing display material.

When the size and floor plan of an exhibition area is made available to

us, we are able to plan exactly which layouts and display materials we will be able to use, together with its location. In this way we know beforehand, what to prepare, what to load, what transport needed and where it will all go and fit.

To date, everything the club has done has been to assist and help other people. Most clubs, after five years of operation, usually have a club house and/or a club layout to testify to their members' efforts. With this in mind we have decided that, for the first time, we will do something to help ourselves. By doing the very thing we know best, running an exhibition, we will raise funds for our own club. Our exhibition will be a 3 day effort on the 1st, 2nd and 3rd September and will be held in the Yagoona Lions Club kindergarten hall, right at the Yagoona station.

To assist the club, all members are making an all out effort to update and modify all existing layouts and exhibition material. To enable us to present a completely new exhibition which has not been seen before, new layouts, models and exhibition material are also under construction.

Basic Sidings & Goods Train Running

CLEARING BREAKDOWNS. (contd.) Part 6.

Before going further into this subject, it may be best to explain why no attempt has been made so far to detail signalling arrangements and crew movements.

Apart from the fact that these are too lengthy and involved to deal with adequately, there is another reason. While operating our model railway and running trains we are basically covering two jobs. As driver we control power to the train, and govern its

speed and direction of travel. As signalman we operate the signals and points in the order required.

In actual operation we would only operate the signalling equipment. So that much of the information given in the Rules and Regulations covering all forms of break-downs does not directly concern us as a signalman.

If we assume, before we commence clearing the breakdown that the necess-

ary Authority (s) (order) have been issued to permit the movements involved to be made, we need only concern ourselves with train running. There is one main rule we have to observe.

Wherever possible the engine or part of train must travel on the right line as far as possible. This will be dealt with more fully under "Divided Trains".

As to signalling this again is too involved to be included in an article. A book of some length would be needed. A simple diagram and explanation follows which should enable anyone to set up an elementary system.

Remember - Points first, then signals.

Station A. Refer to Fig.1. below.

1. Distant signal. This, when at proceed, tells the driver that the track is clear to 2 at station B.
2. Home arrival.
3. Disc signal to A siding.
4. Home departure.
5. Advanced starter. Permits the entry of a train into the section ahead.

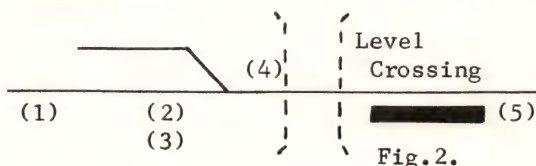
Where the track is not clear, or we wish to use A siding, the distant signal would not be operated. On our "frame" we would, if the train was going into the siding, use first the lever for the points, then 3. We would also have another disc signal governing the movement out of the siding onto the main

Station B.

Distant. Home arrival and starting signal.

So that except for through trains, we do not use the distant signal, only the combination of signals-points needed for the movement.

If the siding was situated on the other side of the platform we would have 3 being referred to as the outer home arrival. We do not see the advanced starter.



If we had a siding both sides we have as in Fig. 3.

Both down and up trains need signalling but if you remember that the first signal the train meets coming into a station is the distant signal and the starting signal (or advanced starter) last, you should be able to set up some sort of a signalling arrangement.

If you have a yard (several sidings) these need not be fully signalled, only enough to guide the train onto or off the main line. If you use colour light signals it could be quite expensive to fully signal a yard.

Signals close to your control panel could be hand operated and others colour lights. Make sure you fix them firmly to the base board. Before doing so spend some time slowly running your rolling stock around to check the clearance. As some engines and roll-

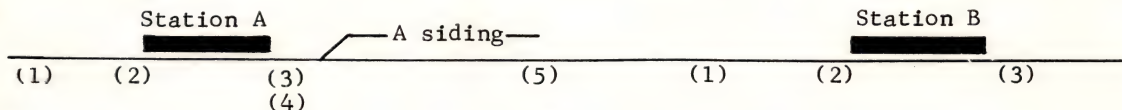
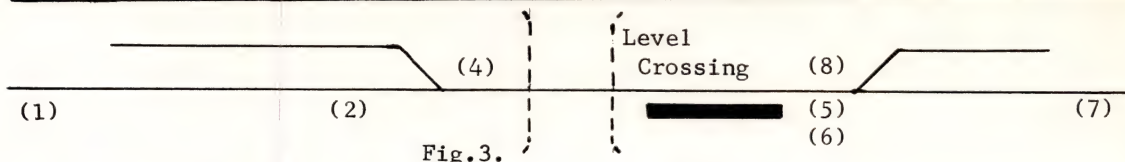


Fig. 1.



ing stock need more clearance than others, be careful with new purchases. Check them for clearance before running as they could be damaged.

These notes are included at this stage to enable signalling to be used reasonably correctly during shunting or clearing breakdowns.

In the previous article on breakdowns we dealt with a situation where two engines were needed to clear the breakdown, plus the more complicated "double line over a single line".

We will next consider "divided trains" and then some ideas on how we could operate our train service during a breakdown.

ALONG THE TINPLATE TRACK

by BROUGHTON BOYDELL.

Now that we may lose the Triang Empire, perhaps we could look at an older one and one which probably gave us our hobby.

For those who do not know, we have lost Hornby and Bassett-Lowke and now it appears Triang will go. Briefly it was in July 1970 that Lines Bros. had registered a loss of £121,000. There was a "giant shake up" by shareholders, and the board of Lines Bros. which consisted of five Lines brothers - three of whom were managing directors, was reconstructed with outside financiers and businessmen. Works were being closed and sold, and all existing work compressed into fewer factories with fewer employees.

Last year Lines Bros. announced debts of £13 million and assets of £5 million; there has been several shareholders meetings and shares which were 2/- early in 1970, 7/3d in August 1970 and now ½d. each with no buyers.

After the American Civil Wars of Independence, America made big industrial strides. Many small industries were set up and toy manufacturing,

especially metal toys, was taken up by many men who set themselves up in industry. One of these men stands out in our hobby as the man who gave it to us - Edward R. Ives.

In 1868 Edward R. Ives started a toy making business in Plymouth Conn. which was known as Ives & Co. It changed names twice up to 1901, being in turn Ives and Blakeslee, Ives, Blakeslee and Williams. In 1970 Edward Ives himself moved his business to Bridgeport, Conn. and was manufacturing a very large variety of toys. At this time, with a few live steam exceptions, toy trains were pull-along and trackless. All light sheet metal used had to be hand cut or blanked, but by 1880 cast iron bodies and clockwork drive started to supplement them. By 1890 clockwork trains were well established, but these (the clockwork) were nearly all German manufacture.

In the Ives catalogue of 1880, a huge affair of 300 pages, are listed all Ives toys - a pedal wagon in it is a surprise. There is a bit list of locos, some of which were: Japanese,

9" long, pull along type loco \$2.25 per dozen, Japanese, 12" clockwork loco complete with bell and whistle \$16.50 per dozen. The largest loco listed is the "Grand Duke", seven and a half inches high and eighteen inches long, clockwork drive, £45.00 per dozen. Altogether the 1880 catalogue of Ives lists eight clockwork drive locos. In the train set line there is the "Grand Duke" - loco, tender and two excursion cars, entire length fifty inches - \$60 per dozen.

By 1890 Ives' range of toys was huge but the German clockwork trains were gaining ground and at this time electricity was a mysterious force just coming into its own. By 1900 several American companies were turning out electrical toy trains, but it was the German clockwork which was capturing the market.

In 1901 Ives, Blakeslee and Williams was reformed to become the Ives Manufacturing Co., and manufactured toy trains only. In doing this, Ives copied the Maerklin 0 gauge models and became the first American firm to manufacture 0 gauge trains; all other American manufacturers were making 2 gauge (2" gauge) or larger. To Americans No. 1 gauge was British and they had no wish to have anything to do with it. Not only did Ives copy Maerklin equipment, but even the painting and lettering were similar and the catalogues identical.

There seemed to be a friendly relationship between American and German manufacturers to toy trains till the first world war. Not only Ives, but all American manufacturers at some time or other copied German equipment, while at the same time they were having some other equipment jobbed by German firms.

In 1901 Ives, Maerklin and Bing were all using cast iron bodies for some of their locos, while the cheaper lines retained tinplate bodies. My first

loco was an Ives and like all small boys it was to me a pride and joy with rivet detail - rivet heads as big as the heads of 2" nails. Ives, Maerklin and Bing had clockwork locos in 0 gauge with and without reversing gear, and even at this time their clockwork locos were speed governed.

Ives really went to work to sell their trains and said they were for boys of all ages. Much of their equipment was aimed at the older buyers.

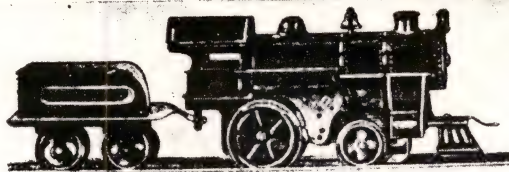
In 1905 Ives brought out the first of their glass topped railway stations, some of these were fitted with beautiful stained glass lead light roofs and windows and you can well imagine these lighted inside. Later when Ives equipped some of their trains with lights they recommended the running of them in the darkness so the beauty of lighted trains and stations might be appreciated.

Stations, bridges, equipment, signals and paste-on heralds all appeared and Ives' sales grew.

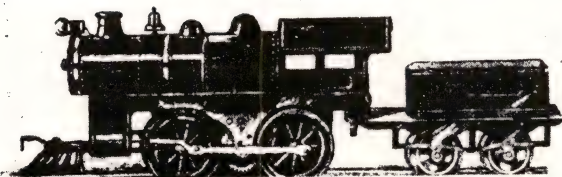
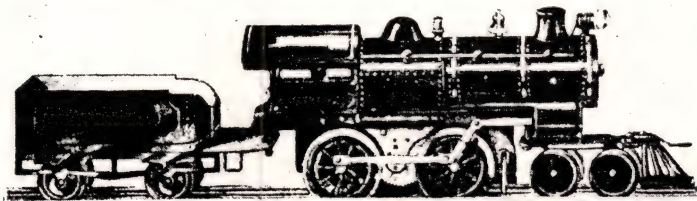
In 1910 Ives were again in trouble, this time it was not the German clockwork trains, but the German electrics. Three of Ives board resigned to form the American Miniature Railway Co. A new secretary followed and Ives plunged into electrics. This time they copied Bing 0 gauge electric models.

Maerklin, Bing and Kraus, the German firms, were using 0 gauge, 1 gauge, 2 gauge and larger. Ives was 0 gauge only till 1912, the other American firms were all 2 gauge or larger and these years were called the "Battle of the Gauges".

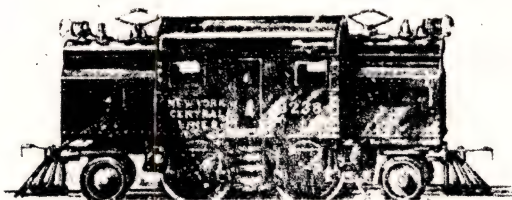
With the shift to electrics and clockwork Ives again went to work and by 1912 were reported to be using 1200 tons of magnet steel a year for their toy trains. 1912 saw Ives bring out



No. 1100 Electric Locomotive, 8 1/2 inches long \$2.00

No. 1110 Electric Locomotive with electric headlights \$3.00
No. 1112 " " without electric headlights \$4.00
7 1/2 inches long

No. 1125 Electric Locomotive, 8 1/2 inches long, re-ranges, electric headlights \$7.50

No. 3235 Electric Locomotive, New York Central type, 11 1/2 inches long, re-ranges,
2 electric headlights \$15.00

The second page of the Ives catalog for 1910. The locomotives shown were the first Ives electrics, and the first O-gauge electric trains in this country. Note low prices by courtesy of The Model Craftsman, September 1938

their first gauge 1 models. They produced these until 1922 when Ives dropped gauge 1. However in 1912 they brought out their first 2 1/8" gauge. Also in this period they brought out a construction toy, known as "Structiron" - similar to the Meccano sets.

Ives' sales soared - Haffner saw the light and brought out O gauge,

Lionel followed, and then American Flyer also, although the 3 latter also continued with their 2" and 2 1/2" gauge.

1922 saw Ives drop their cast iron bodies and use all tinplate, brass trim followed and they also dropped their electric outline. Electric outline engines were once very popular and in fact there were times when Lionel had all electric and no steam outline in their catalogue.

The 1920s saw Ives go into mechanical boats and boat kits. Ives did not have loco kits. Dorfman had their loco builder bits in 1926 and Lionel followed but it was Ives especially in America. Outside America it was Hornby who started in 1922, who were capturing the markets.

The shock came in 1928 when Ives suddenly announced they could no longer carry on and the factory, name, patents and all were put up for auction. This so shocked the other manufacturers that a combine of Lionel, American Flyer and Haffner bought Ives, hence in 1929 Ives were a curious mixture of these three lines and their own. In 1930 American Flyer and Haffner withdrew, Lionel then continued some of Ives till the Ives name was dropped completely in 1932.

Many of our older members will remember the Ives Boy and his toothy smile on the front of the Ives catalogue and these were worth reading. Some of the old Ives slogans were "Joy arrives, with trains from Ives", "The name Ives, means the better kind - some electric, some you wind", "Competition

strives, but never equals Ives".

How did Ives treat the hobby? This is from the 1904 Ives catalogue - "These trains certainly afford the most interesting and instructive amusement for boys of all ages and older people as well, be sure and ask for the Ives Miniature Railway System".

In the 1926 catalogue "Every railroad man wants his line to make money

ANOTHER CONVENTION.

Following the outstanding success of the 21st Birthday Convention in Melbourne, it has been requested that the C.O.M. organize a convention in Sydney to celebrate the 25th Anniversary of A.M.R.A. in 1976.

The suggested time is Easter 1976, and with this date in mind may it be suggested that saving for this event commence now at the rate of 50 cents a week per member attending until the program and costs are known.

Also the C.O.M. would appreciate any suggestions, in writing, for items to be included in the program, both from the out of Sydney members on what they would like to see and from the Sydney members what they think the visitors may like to see.

Please address all convention ideas to Federal Secretary,
Convention Suggestions,
3 Augusta Street,
Strathfield, N.S.W. 2135.

INTERESTED IN GARDEN RAILWAYS?

Peter Rogers is demonstrating a garden layout using Peco OO/HO track and points laid on precast foundation blocks at his home 199 Western Highway, Blaxland, N.S.W.

and pay the stockholders dividends, so he equips it with every kind of freight car he can think of to get the business". You will find some profit producers in the cars below, and in the freight trains on the next page".

With the end of Ives we lost the company who may be said to have given us the model railway hobby, and also set O gauge on its feet.

Come along and try it out. You may bring your own train if you wish. An article and photographs will appear in a later issue of Journal.

BOOK REVIEW

We have received from the N.Z. Model Railway Guild a copy of their 1972 N.Z. Railway Planbook.

It consists of 46 pages of well reproduced plans, not only of locos and rolling stock, but includes a standard station, signal box, goods shed, 55 ft. turntable and three types of cranes.

All plans except the 88 seat rail car are 3/16" to the foot, half front and rear elevations are shown, some with more detail.

On some drawings there is not a great amount of measurement shown, but the main sizes are there. The range of equipment is quite large with numerous steam locos.

This book is available from N.Z. \$2.75 post free and is considered a good buy, even for a record of N.Z. Railway equipment.

Copies may be obtained from, N.Z. Model Railway Guild Inc. P.O. Box 108, Wellington, New Zealand.

Modelling the Tasmanian Government Railway

by STEPHEN PRICE.

Let's get it right from the start, I consider the Tasmanian Government Railway the greatest, (the greatest what I don't know, but it is the greatest) and any remarks that I will make about it will be biased in its favour.

To the modeller, it offers a very diverse system. It has main-line freights of comparatively large size. They may not be as large as those of other systems - but when has this been a disadvantage from a modeller's point of view? There is a suburban system at Hobart, three major branch lines, two smaller ones, and some very interesting lines from the dim and dark past.



M6 at Hobart.

One major branch line is the Derwent Valley line. This is now the only major log carrying line left in Australia. The Sorell line, from the dim dark past, operated completely isolated from the rest of the system, with 3 locos, 8 passenger carriages, and 48 items of other rolling stock.



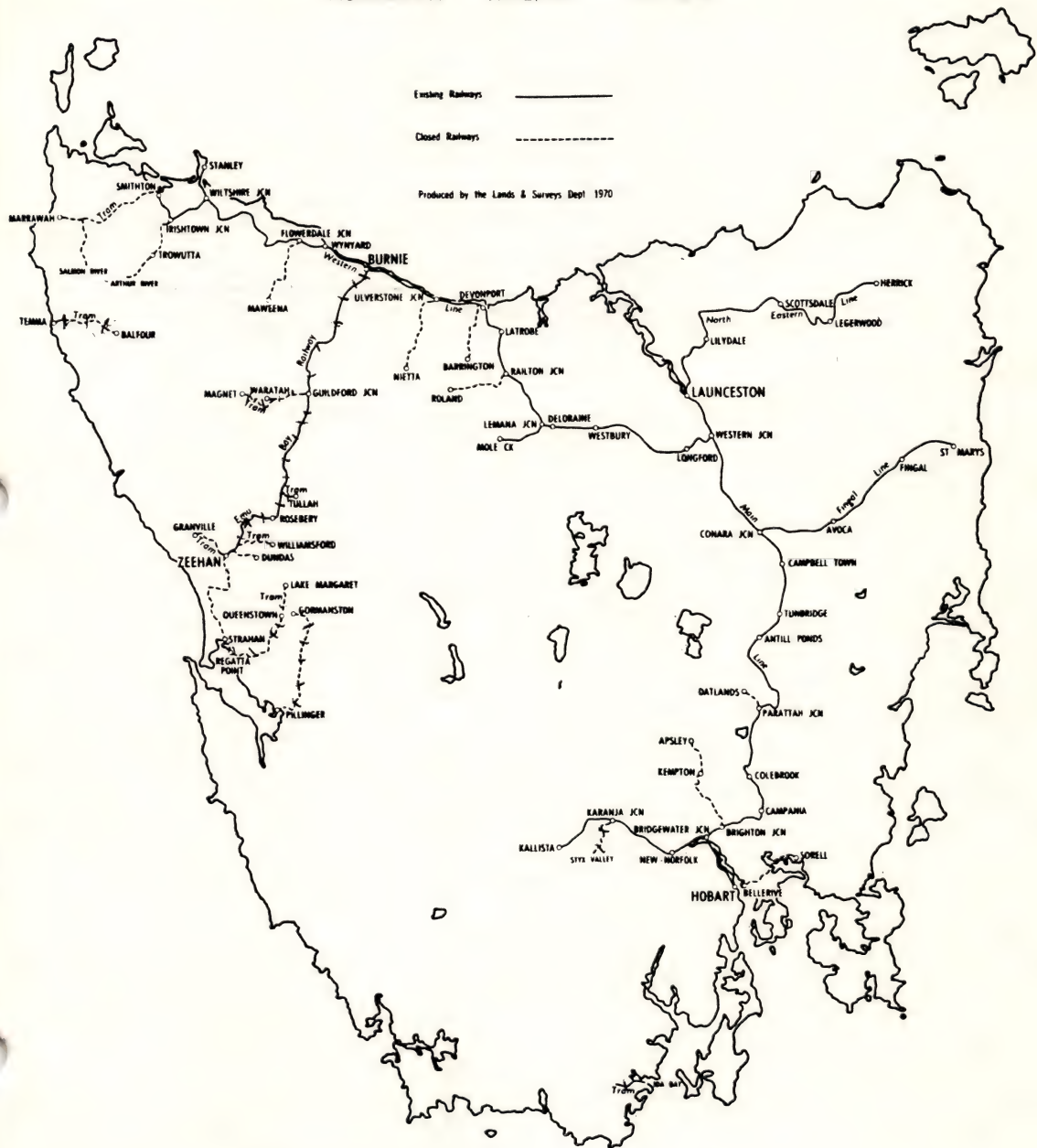
MA2 at Bridgewater.

The T.G.R. operates on a gauge of three feet six inches. This means that scale is going to have to be chosen with extra care as very little is available in any of the $n3\frac{1}{2}$ gauges. Therefore choice should be based on that which is available in the chosen scale. For example, consider the availability of little people, scenic items, and convertability of rolling stock from standard gauge. In most cases the scale uses the gauge of the next smallest scale; eg. $H0n3\frac{1}{2}$ operates on TT gauge track, $Sn3\frac{1}{2}$ operates on H0 gauge track.

I personally prefer $H0n3\frac{1}{2}$, but that is only my opinion. At present, to my knowledge, no $H0n3\frac{1}{2}$ items are available of TGR prototype. Everything will have to be scratch built unless some kind person does something in this line.

Locomotive manufacturers might re-

TASMANIAN RAILWAY SYSTEM



member that the TGR "T" and the SAR "T" were the same loco. The TGR "F", the SAR "YX" and the CR "Wfb", were also the same locomotive. The TGR used ASGs extensively as their "G" class. These locos were also used by the WAGR, SAR, and QR. One of these ASGs is preserved at the ARHS Williamstown Museum.



Sources of information.

M3 Derwent Valley Line.

1. The TGR has information on itself dating back many years, and a large collection of photos are available for about 30¢ for a 6" x 4".
2. The bulletins of the ARHS. In particular I direct attention to H.J.W. Stokes' two articles on the decline of TGR steam, Sept/Oct 1966. If you are interested, I suggest you contact ARHS Sydney office and ask what they have. I believe that an article on the Apesly line appeared recently.
3. "T" Rails published monthly by the TGR, covers current activities.
4. Tasmanian Rail News published by the Tas. division of the ARHS. Subscription is \$2.00 per year. Write to Mr. A.T. Ryan, 162 Nichols St. Devenport 7310, for details.
5. "A Century of Tasmanian Railways" written by H.J.W. Stokes, published by the Transport Commission. Not very heavy in its detail, but worth the cost of about \$1.00.
6. Sorell Line, published by the TTMS covering a bus trip over that line (now closed). Copies may be obtainable from TTMS, Box 8671, G.P.O. Hobart, 7001. Price about 50¢.
7. "Century of Steam", published and written by the Zig-Zag Press, and contains only photos of the TGR Centenary earlier this year. Cost about \$1.00.
8. "Railway Centenary in Tasmania" written by W.A. Bayley. This covers the centenary as a brief history of

the system. Cost about \$1.00.

9. Traction Publications will be publishing a book "Along the Line in Tas." sooner or later.

10. Various Railway magazines. For example the "Australian Railway Enthusiast" publishes photographs and the odd articles on the TGR.

11. "Railroading in Tasmania" by T.C. T. Cooley contains 202 photographs, but the text is unreliable. Cost about \$3.

This list is incomplete as there are sources I probably know little of. Should any other member have access to these sources, please let me know. I would be most interested to hear from any member who has photos of TGR steam locomotives apart from Ms, Ma's and H's.



V5 at Burnie.

Notes on T.G.R. 3'6" gauge locomotives.

Class	Type	Wheel Diameter	Coupled Wheelbase	Length	Tractive Effort lbs.	Notes
A+	4-4-0	4'6"	6'6"	37'6"	5066	Formerly Tas. Mainline Railway Co.
B+	4-4-0	4'0"	6'9"	42'11"	8493	" "
C+	4-6-0	3'3"	7'6"	43'0½"	12923	" "
D+	4-4-2T	3'9"	6'6"	29'10"	7500	" "
E+	4-4-0	3'6"	7'5¾"	43'1"	10453	" "
F+	4-4-0	3'9"	5'9"	Unkown	Unkown	" "
A	4-4-0	4'7"	7'0"	46'1½"	@ 80% 11532	Roundtop boiler.
Ab	4-4-0	4'7"	7'0"	46'1½"	@ 80% 12300	Above rebuilt with Belpaire boiler.
B	4-4-0	4'0"	6'3"	42'1½"	@ 80% 9811	Some with larger tender.
C	2-6-0	3'3"	7'6"	42'3"	@ 80% 12076	Some with smaller tender.
CC	2-6-0	3'3"	7'6"	44'6"	@ 80% 16153	6 Cs rebuilt with Belpaire boilers.
CCS	2-6-0	3'3"	7'6"	44'6"	@ 80% 17163	4 Cs rebuilt with Belpaire boilers and/ Walschert motion.
D	2-4-2T	3'9"	6'6"	31'6¾"	@ 80% 7777	
DS	2-6-4T	3'9"	10'0"	34'3¾"	@ 80% 16290	Formerly N.Z.R. Wf.
E	4-6-0	3'6"	8'0"	51'11½"	@ 85% 19947	
F	2-6-0	3'3"	7'6"	36'4 5/8"	@ 85% 16955	Formerly C.R. Nfb.
G	4-8-2 & 2-8-4	4'0"	13'6"	85'4½"	@ 80% 32480	Australian Standard Garrett.
H	4-8-2	4'0"	14'6"	62'9"	@ 85% 27540	when introduced.
L	2-6-2 & 2-6-2	3'6"	8'0"	66'11"	@ 80% 30169	Most powerful locoin Aust. in 1912/
M	4-4-2 & 2-4-4	5'0"	6'0"	72'3"	@ 80% 24576	Express, passenger.
M	4-6-2	4'7"	10'6"	59'2¾"	@ 85% 17090	
MA	4-6-2	4'0"	10'6"	59'2¾"	@ 85% 19600	As M but for size of wheels.
P	2-6-2T	3'0"	7'0"	35'3"	@ 80% 15244	
Q	4-8-2	4'0"	13'0"	62'10¾"	@ 80% 25600	
R	4-6-2	4'7"	9'9"	60'2½"	@ 80% 22340	Some streamlined like V.R. "S" class.
T	4-8-0	3'7"	13'6"	55'0"	@ 80% 17829	Same as S.A.R. "T"
X	BO-BO	3'0½"	truck 8'3"	36'8"	660 HP 33500	First Australian Diesel.
XA	BO-BO	3'0½"	truck 8'3"	36'8"	660 HP 35500	Up powered X.
Y	BO-BO	3'0½"	truck 8'0"	44'9"	800 HP 37000	
U	0-4-0	2'1"	truck 4'6" 17'	10 1/8"	102 HP 8910	
W	0-6-0	3'3"	10'6"	25'8"	335 HP 18500	
V	0-6-0	3'3"	9'0"	25'1½"	204 HP	
VA	0-6-0	3'3"	9'0"	25'1½"	153 HP	Converted from V.

This list is not complete as it excludes 2'0" gauge locos which operated on the West Coast and the locos at the Marrawah tram.

Of course the best way to find out about anything is to see it yourself, and I would suggest that if you want photos of a station or something you come over and take the photos yourself.

Although most passenger services are at present restricted to the "Tasman Limited", suburban services, and the odd excursion train, most lines can be covered by travel on goods trains. Tasmanian guards vans do have passenger compartments, although in some cases it will be necessary for you to rise about 5 a.m. to catch the train. I would be pleased to help anyone coming to Tasmania with this thought in mind if they would like help.

I hope this article has shown the light to some members. Any help I can provide to those interested in modelling the TGR, may be obtained through the Advisory Panel, of which I am a member.

At a later date, I hope to provide articles in Journal on constructing TGR rolling stock.



V5 at Burnie.



FOR READER'S LETTERS

The Editor,
AMRA Journal.

Dear Sir,

Modelling of Australian Prototype has increased in popularity during the last few years. Unless one has \$70 to purchase a brass loco, or has the machinery and ability to scratch build the required model, we have to forgo the opportunity of having Australian models. To overcome some of these problems we have organised groups of

modellers and commissioned an English firm to manufacture nickel silver locomotive kits to our choice. The kits include drilled frames, cut out and formed loco and tender body, with brass turning or white metal detail castings. We have seen some "ham-fisted" modellers produce a good working model using only soldering iron and a few files.

To date we have organised C32, C36, C30, D50, C30T and C35, while plans

are underway for a Z17 and D53. All of these models have been of NSW profile, but after many requests we have decided to extend the service to other states. Plans are underway for a VR D3 class, while TGR and QR models are under review.

We are hereby inviting all members of AMRA to join us in this project, but please note that we conduct this project free of charge so ask modellers to pay their share of costs, i.e. postage. Extra costs on top of each kit is usually 25¢, and this pays for postage, plans, photos etc. Any member interested in any of these projects or who are interested in local prototype, please contact us and enclose a

stamped self addressed envelope for reply.

May we say that at no time have we organised a project in competition with a commercial product and in fact try to work in with the trade, when we know positively the models being produced. We do use parts made in Australia, i.e. steam generator, air compressor, etc. and we hope that this project may be made available to AMRA members via Journal.

Allan Templeman.

Bob Gallagher.

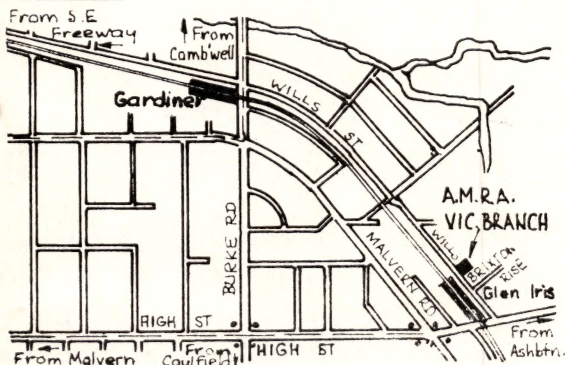
Address: N.S.W. Kits,
52 Eyre Street,
MALABAR. 2036. N.S.W.

MEMBERS: Please note the following changes of address.

Atlee, J.D.	Whyalla Rd. Tyers, Vic. 3844.
Csetnegi, L.	Unit 24, 117 Denison Rd. Dulwich Hill, NSW. 2203
Houghton, G.R.	2440 Paramenter Boulevard, Royal Oak, Michigan, 48073, U.S.A.
Hutchinson, J.	5 Cleland St. Ringwood East, Vic. 3135.
Inchley, E.	92 Clayton Rd. North Clayton, Vic. 3168.
Manchester Model Rail. Soc.	C/o. D. Baxter, Flat 2, Heald Bank, Longham Rd., Bowden, Altringham, Cheshire, U.K.
Miller, D.	Flat 1, 162 Oxford St. Woollahra, NSW. 2025.
Shepherd, J.H.	Unit 24, 117 Denison Rd. Dulwich Hill, NSW. 2204.
Tomlin, N.A.	13 James St. Lidcombe, NSW. 2141.

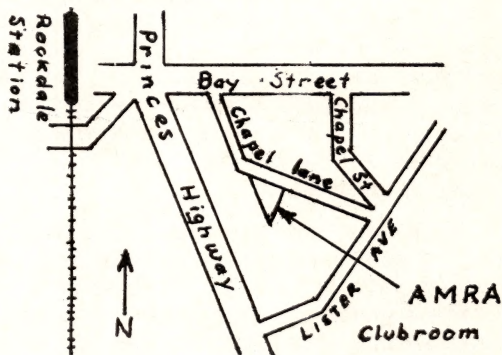
Branch Reports

VICTORIA.



Meeting night - 2nd Thursday at 8 pm

NEW SOUTH WALES.



Now that our 10th Annual Exhibition

is over, we turn our work towards Rockdale Plaza building program. The past few months have seen our weathered roof supports being covered by a sectional hung ceiling painted in white, which, with the fluorescent lighting has increased the illumination in the area. The antique louvre windows have been replaced by aluminium units donated to the branch. And, at last, superstructure work has been commenced on the mezzanine floor which will contain the 0 gauge.

To assist in the building program the following committee has been appointed to assist Norm Read - George Bray, Jock Dewar, Allan Brown, Laurie Lumsden, Ron Gray and John Dunn. Although these members are keen, do not let them do all the work. The working bees do require a larger work force to overcome the wear and tear of time. Remember the last or 4th Saturday of the month.

An addition to the committee is a layout construction committee and includes - Hylton Shepherd, Ron Gray, Allan Brown, Phil Kelly, Laurie Lumsden, Jack Parker, Jock Fotherington, John Dunn, Jock Dewar, Ken Edwards. (Notice the reoccurrence of names).

The committee is responsible for the construction and repairs to the branch layouts. The main projects at present are the N gauge layout, which features 8' x4' sections and is being chiefly organised by Hylton Shepherd. Another project is the re-building of the "Blue Mountains" layout which will feature a double main track and yards one circuit being for 3 rail and the other 2 rail HO/00.

To allow work on these layouts and the 0 gauge layout to progress, the second Saturday of the month, previously the N gauge meeting, has been changed to a layout construction day. Do not despair N gaugers, your meetings have not been cancelled. The N gauge lay-

out is so large it will require many months of work so still come along and assist with the layout. Any member interested in layout construction, scenery etc. or anyone interested in learning the art is invited to join the working groups on the second Saturday of the month. Within the next few months the modelling clinic will commence work on a rail motor featuring polystyrene sheet with instruction by Allan Brown. All interested members are invited.

Highlights of our future program, include the return of Jack Wilson who will show his slides and movies of steam trains in action. If Jack's first show has any bearing we are in for an exceptionally good session. Laurie Lumsden will be taking bookings for our Annual Dinner, so if you want a good meal and a night out with your AMRA mates, treat your best lady to the dinner.

October.

Fri. 27th Federal Annual General Meeting, the least attended meeting of AMRA.
Sat. 28th Working Bee - clubrooms - details Norm Read.

November.

Sat. 4th Annual Dinner - details Laurie Lumsden or Allan Brown.
Fri. 10th Modelling clinic. Competition F351. Commencement of Kathlene.
Sat. 11th Layout construction - N HO/00 and 0 gauge.
Sat. 18th Layout operation. All gauges.

Fri. 24th Film night - Jack Wilson - "Too Good To Miss".

December.

Sat. 2nd Auction. "Bring your money with you".
Fri. 8th Modelling clinic - rail motor - styrene construction.

Sat. 9th Layout construction - N,
HO/OO, and O gauge.

BOB GALLAGHER.

QUEENSLAND.

Send a stamped, self addressed envelope for details of meetings to Arthur Robinson, 142 Northgate Road, Northgate, Q'ld. 4013.

WESTERN AUSTRALIA.

Send a stamped, self addressed envelope for details of meetings to Graham McKay, 31 Dalray Rd. Darlington, W.A. 6070.

News From Other Clubs

YAGOONGA MODEL RAILWAY CLUB.

BRASS LOCOMOTIVE COMPETITION. The winner selected by Mrs. J. Thompson was entry No. 1849 by Mr. R. Ellis, C/o. Caltex, Banksmeadow.

BERT TOOMEY.

PROSPECT MODEL RAILWAY CLUB.

The fourth Annual General Meeting of our club was held in our new club rooms at 31 Adelaide St., St. Marys, NSW. on the 22nd July last and the new committee elected is:

President	Robert Payk
Vice-President	Bruce Gay
Secretary/Treasurer	Ray Lockitt
Committeemen	Graham Hodges
	Michael Flack

The new committee is very aware of the high standard set by our predecessors and we are quite sure that 1972-73 will see our club move from

strength to strength. We also plan our articles to the Journal to be a continuing feature.

Once again it will be a busy year, with our new clubhouse to complete and 192 sq. feet of HO scenery to create. This could be the year of the N gauge too with a permanent layout in this scale proposed.

Enough talk, on with the job.

R.T. LOCKITT.

NOTICE

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T E N D E R

Tenders are invited for the supply to the A.M.R.A. Victorian Branch, of Model Railway Equipment for the twelve months commencing 1st January 1973.

Tenders are to be based on suggested retail prices.

The successful tenderer may display and retail to members such items at Branch Meetings.

Tenders must be addressed to the Hon. Treasurer, A.M.R.A. Vic. Branch 10 Garden Cres., Cheltenham 3192, and will close last mail 14th Nov., 1972.

ARNOLD *rapido* N Gauge

SOME ITEMS FROM THE RANGE -

0211 Nthn. Pacific FP9 Diesel	\$19-95
0225 Modern German 0-6-0 Tank	\$17-95
0226 USA Old Time 0-6-0 Switcher w/tender, Green	\$21-50
0227 USA Modern 0-6-0 Switcher w/tender, Black	\$21-50
0228S USA Pacific 4-6-2 w/ tender, Southern, Green	\$37-95
0228F USA Pacific 4-6-2 w/tender, Santa Fe, Black	\$37-95
0229B USA Hudson 4-6-4 w/tender, B. & O., Black	\$36-95
0236 TEE Electric Loco, Red & Cream	\$29-95
0253 Bavarian Pacific 4-6-2, S 3/5, w/tender, Green	\$42-50
0271C Erie Lackawanna GP7 Diesel	\$19-50
0271S Sthn. Pacific GP7 Diesel	\$19-50
0273G Great Northern GP 30 Diesel	\$19-50
0273S SOO GP30 Diesel Electric	\$19-50
0274W Santa Fe FA2 Alco Bo+Bo Diesel	\$18-75
0294 3-car 1972 Olympic Train E-20	\$59-95.



0228



0227



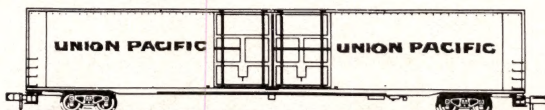
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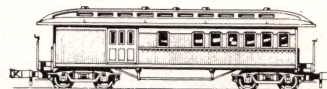
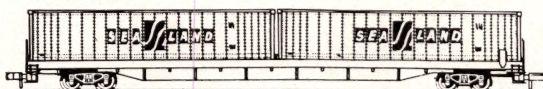
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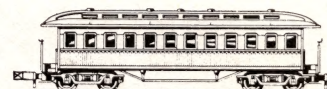
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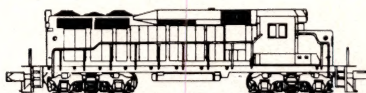
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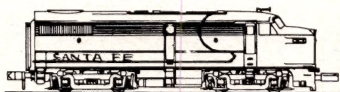
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0271



0273



0274

0301 4-wheel Local Coach, end platforms, Green	\$3-50
0303 4-wheel Coach, 3rd, end platforms, clerestory roof, Green, for branch line service	\$3-50
0356C Gallery Car (Double-Decker) C. & N.W.	\$5-95
0357C Push Pull Headend Car C. & N. W.	\$9-95
0357S Push Pull Headend Car, Sthn Pacific	\$9-95
0361 Shorty Combine, Western & Atlantic, Cream & Green	\$3-95
0362 Shorty Coach, Western & Atlantic, Cream & Green	\$3-95
0363 Shorty Coach, Union Pacific, Grey & Red	\$3-95
0364 Shorty Combine, Union Pacific, Cream & Green	\$3-95
0381 TEE Compartment Coach 1st, Red & Cream	\$4-75
0382 TEE Centre Aisle Coach 1st, Red & Cream	\$4-75
0383 TEE Bar-lounge Car 1st, Red & Cream	\$4-75
0384 TEE Dining Car, Red & Cream	\$4-75
0385 TEE Dome Observation, Red & Cream	\$5-75
0401 Virginia Bogie Hopper Car, Black	\$2-50
0404D Hi-Cub Box Car, D.T. & I.	\$4-50
0404' Hi-Cube Box Car, Union Pacific	\$4-50
0406S USA Twin Container Car w/containers, Southern	\$4-95
0406T USA Twin Container Car w/containers, Sea-Land	\$4-95

See Your Hobby Shop First. Australian Model Craft Co., Box 118,
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